

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:00 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 369 Const Calendar Day: 933 Date: 29-Mar-2012 Thursday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 40 - 50 12 PM 40 - 50 4PM 40 - 50**Precipitation** **Condition**Working Day ☐ If no, explain:**Diary:**

Dispute

Work description.

Inspector: Victor Altamirano (8 hours regular time and 4 hours OT)

Date: 032912

Weather: Cloudy / Foggy

Location: Tower Saddle

Field Work –

Tower Operation:

Workers had a difficult time adjusting strand 121-north. The divider plates were hard against the strand making it difficult to pull the strand east. I suggested to ABF that they can partially install the strand and then adjust. ABF indicated that the west loop crew needed slack but that he will check with the other ABF engineer at the west end. Workers installed strand 122-north from the west face of the saddle working east. Workers typically had installed from the middle of the saddle working outwards.

Workers adjusted strand 121-north, 122 north and south to about 1250mm, 120mm and 1430mm, respectively. Workers on the south saddle were installing blocking spaced about 1.5 ft prior to installing strand 123.

Per ABF, strand 122-north was installed from west to east to reduce the amount of slack needed for the side span. This was not a new technique but rather one that was used during strand 1-4 at Tower saddles. This method results in less amount of adjusting. No come-alongs were attached to the strand below 122-north prior to installation.

Office work: Worked on diaries.

